

FIG.1

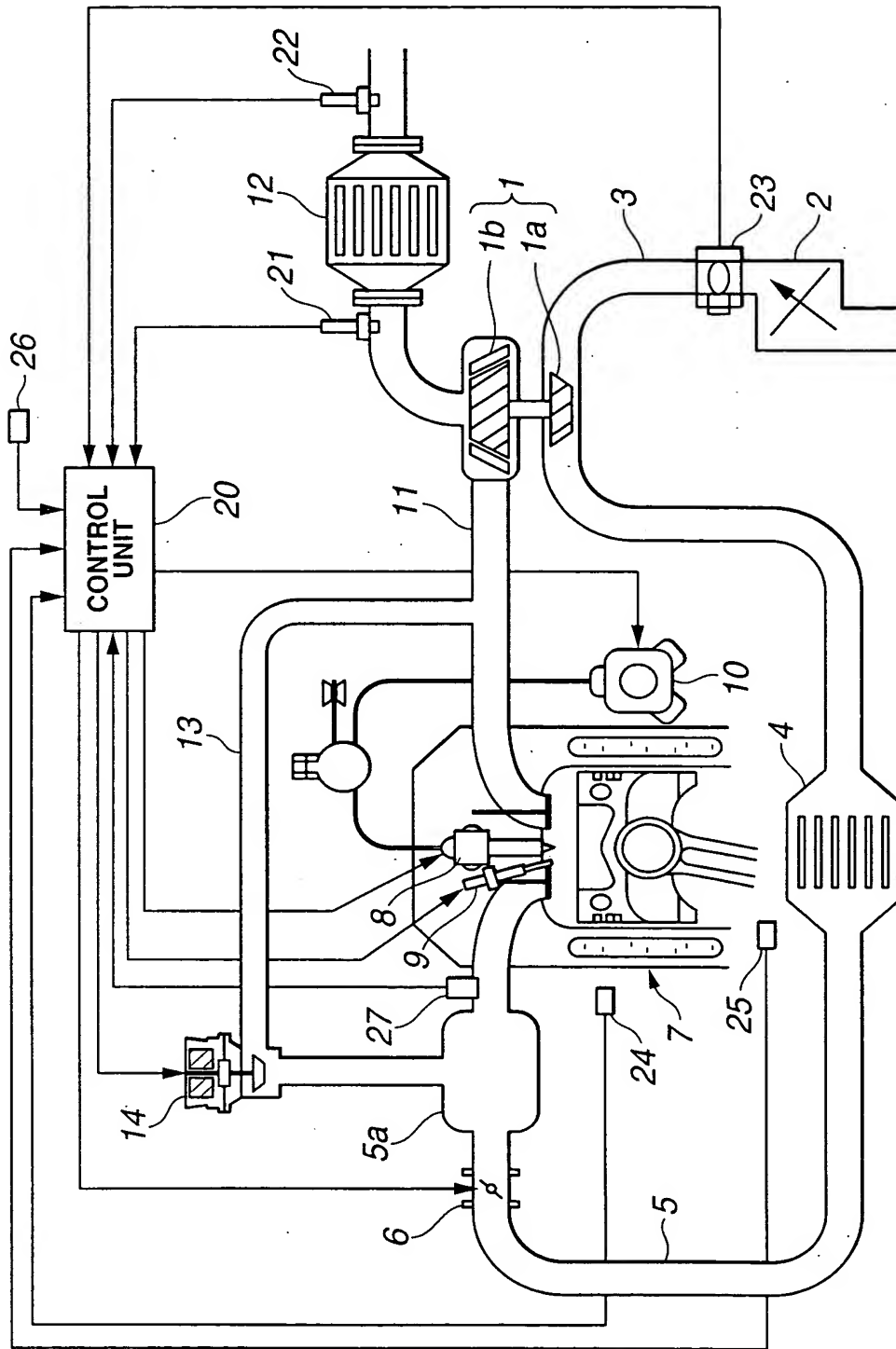


FIG.2

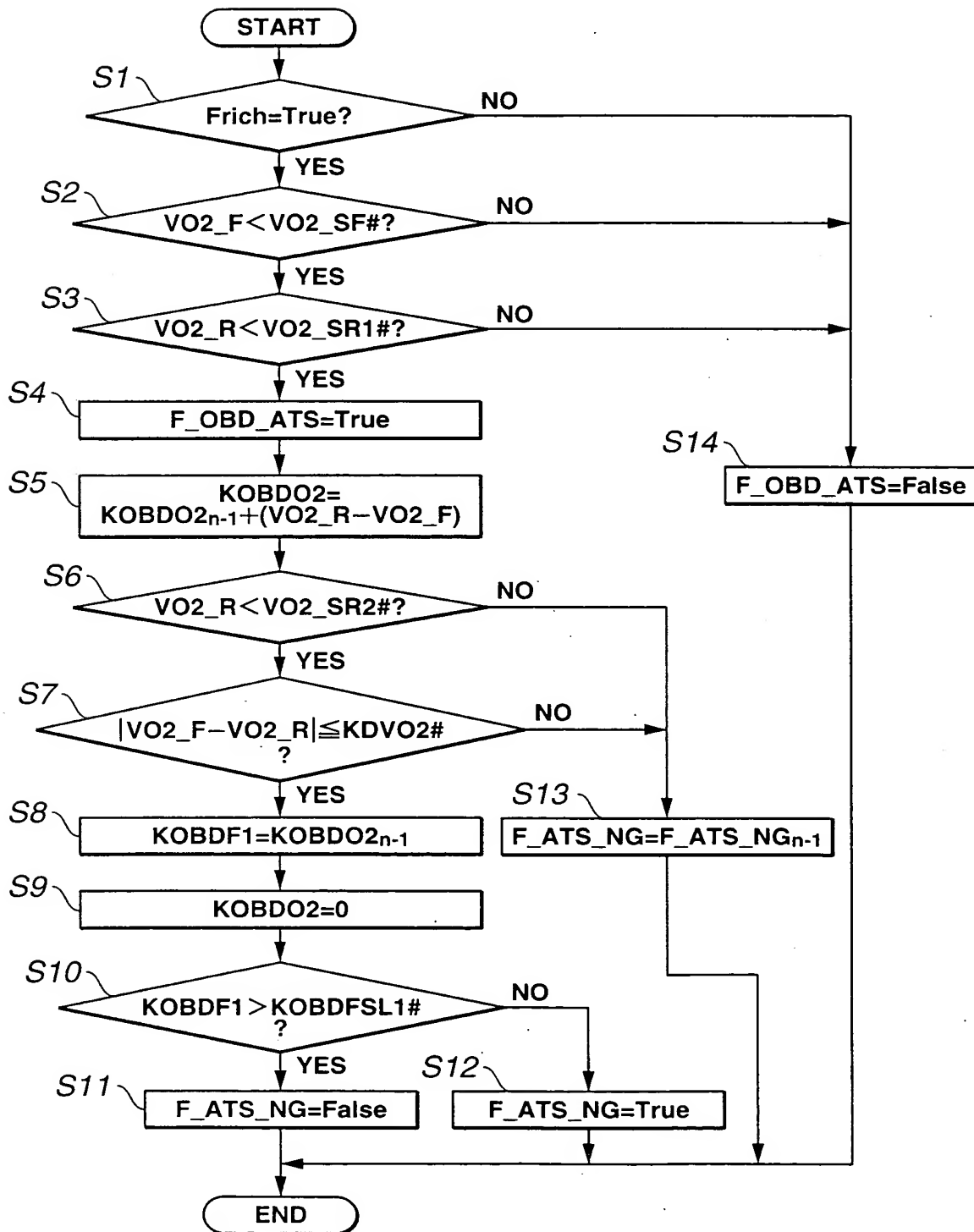


FIG.3A

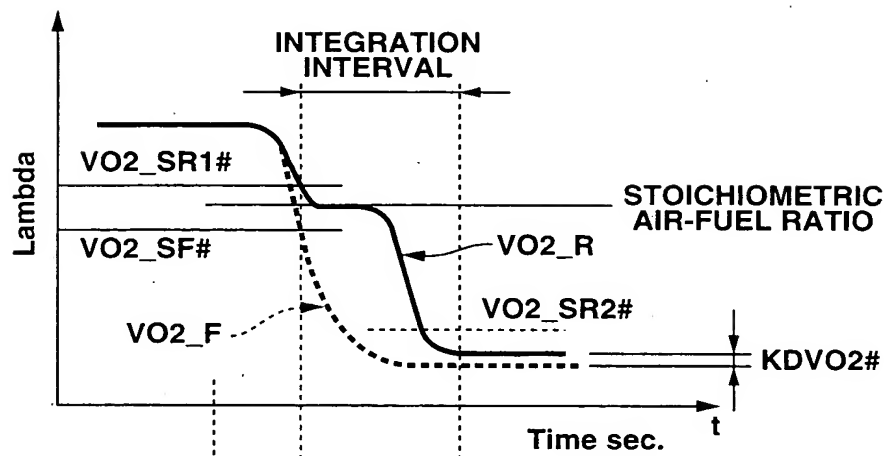


FIG.3B

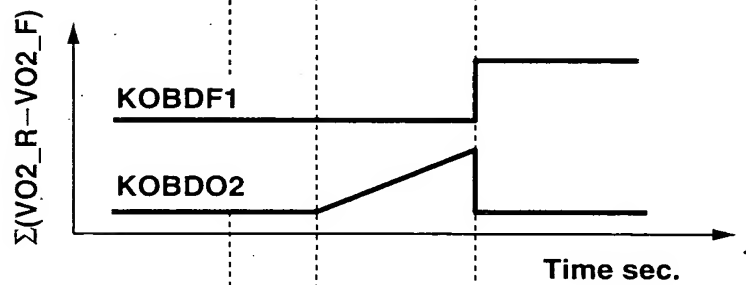
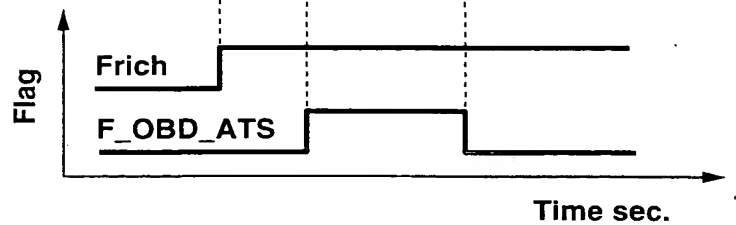
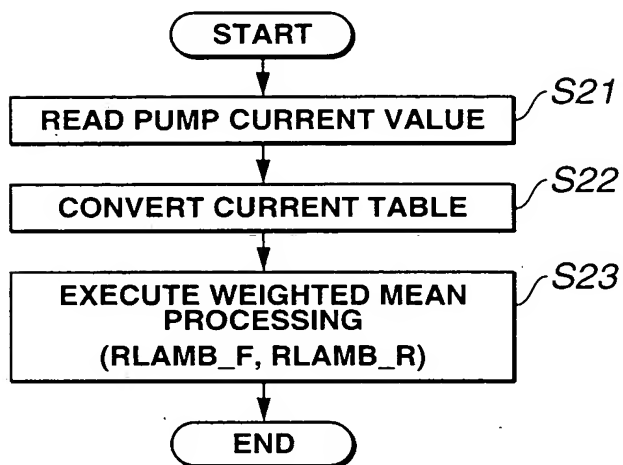


FIG.3C



## FIG.4

### ACTUAL $\lambda$ (RLAMB) CALCULATION



## FIG.5

### PUMP CURRENT $\rightarrow$ $\lambda$ CONVERSION TABLE

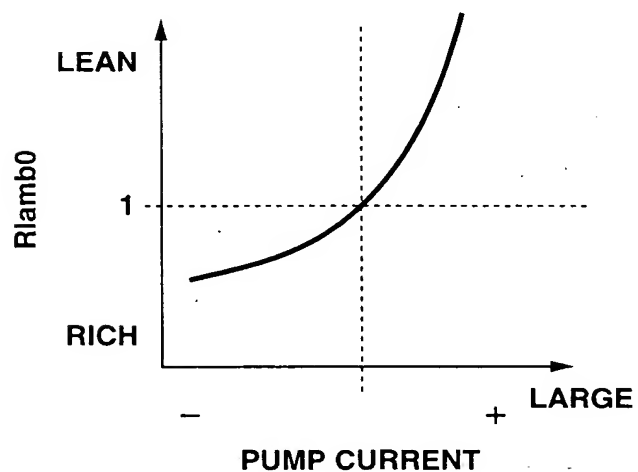
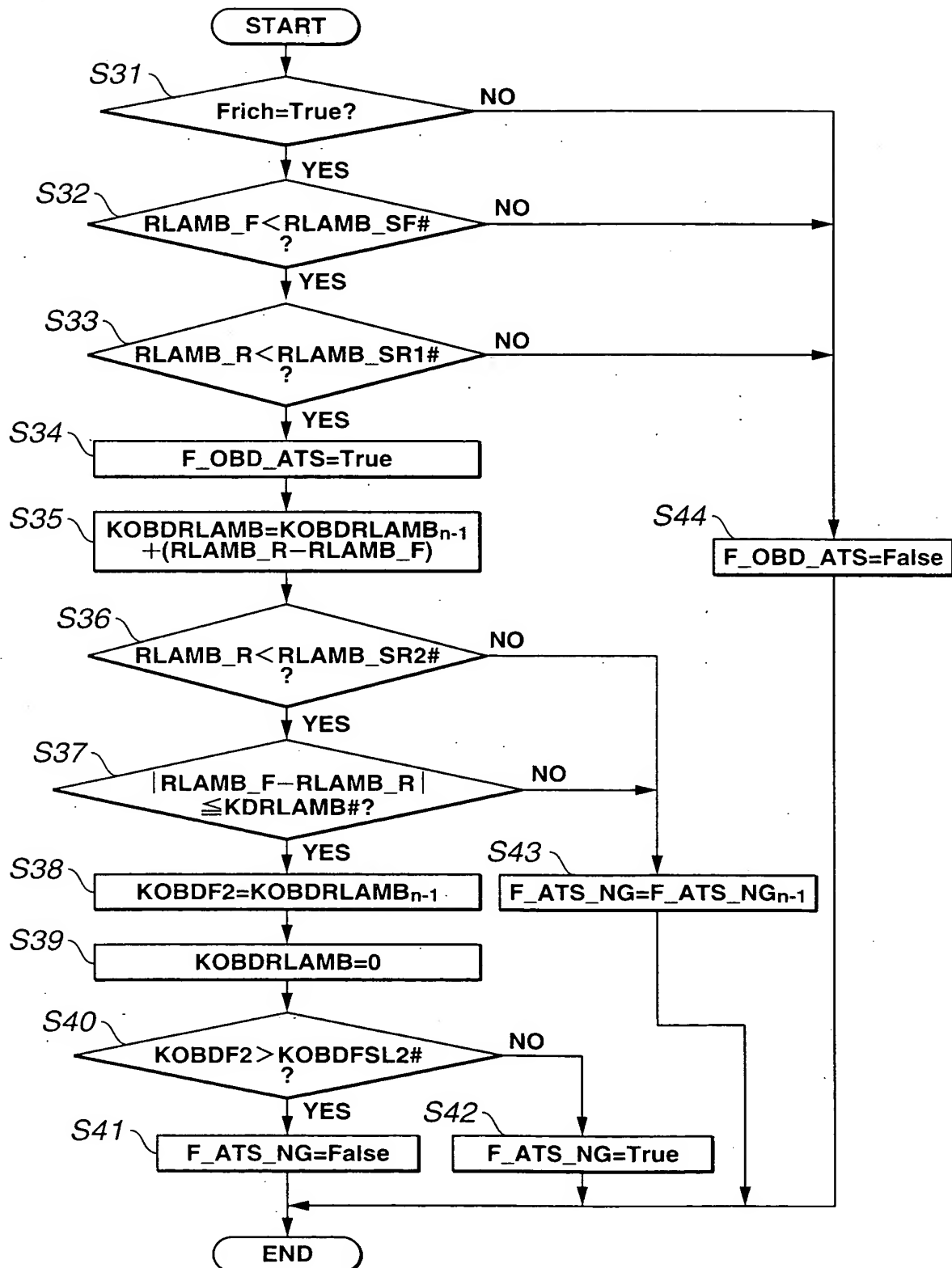
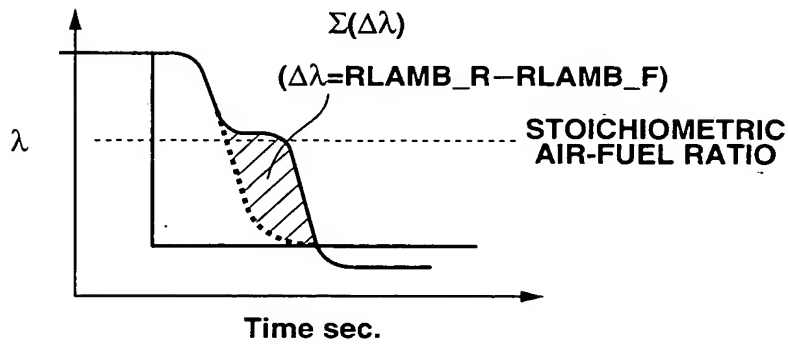


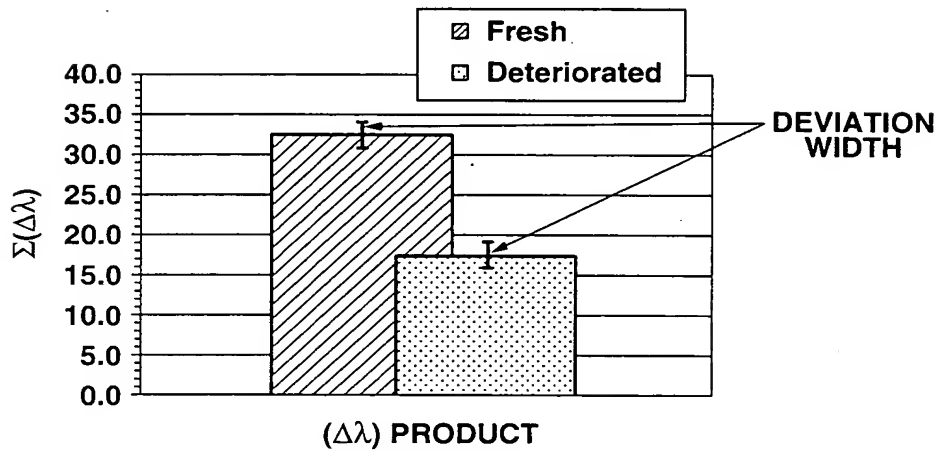
FIG.6



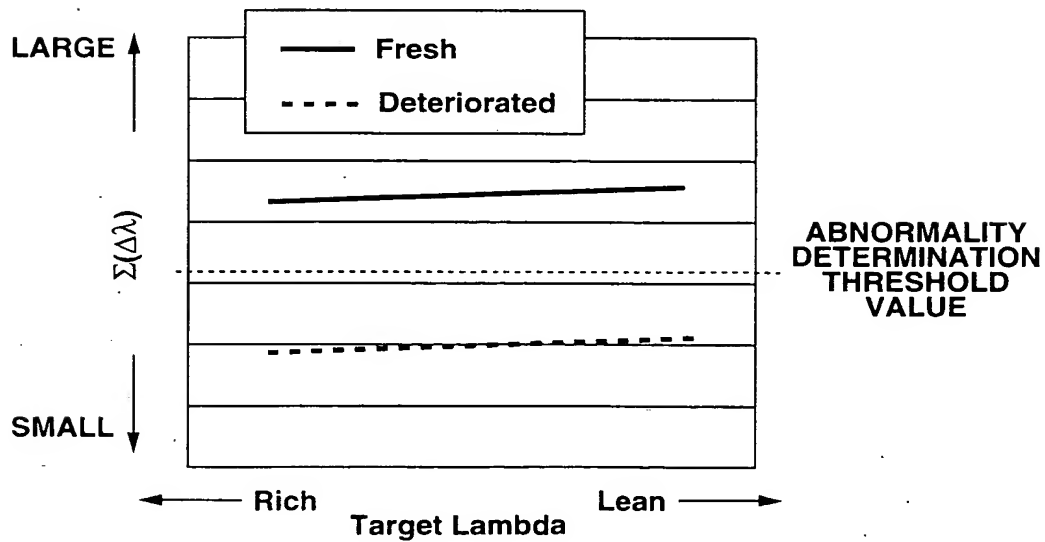
**FIG.7A**



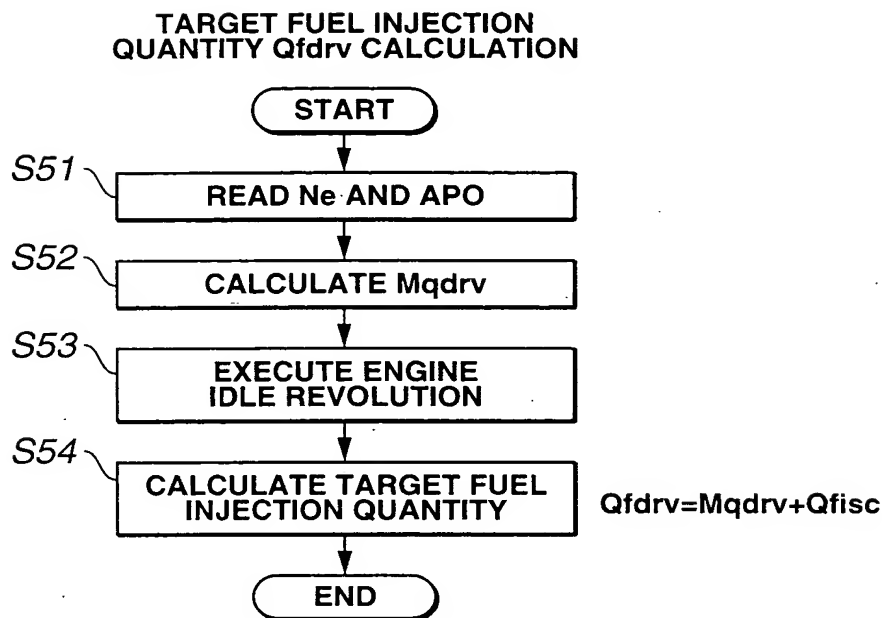
**FIG.7B**



**FIG.7C**

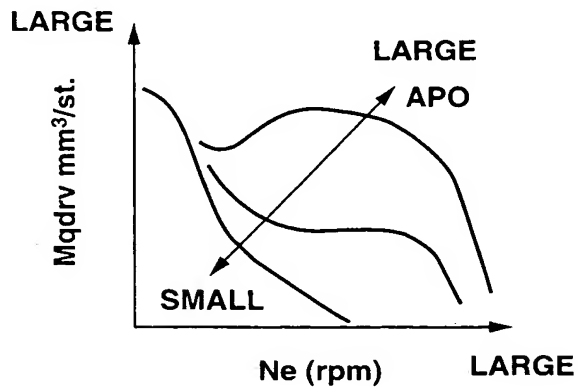


**FIG.8**

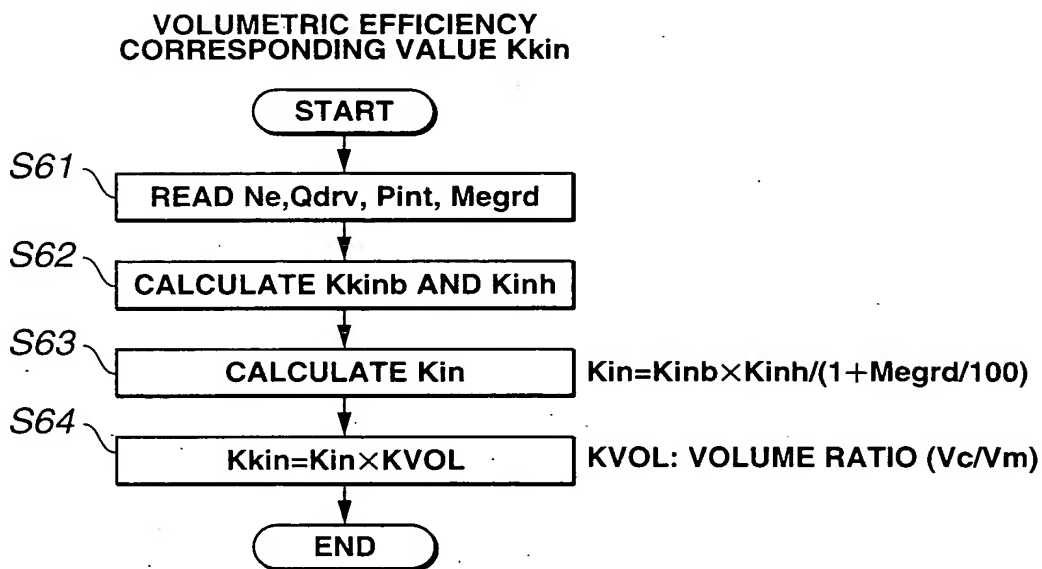


**FIG.9**

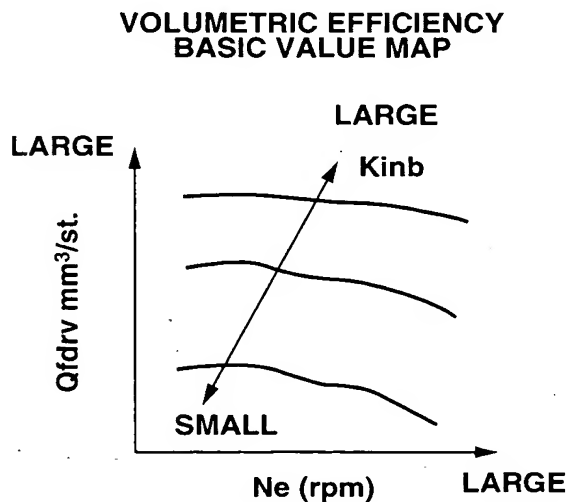
**FUEL INJECTION CHARACTERISTIC MAP**



**FIG.10**



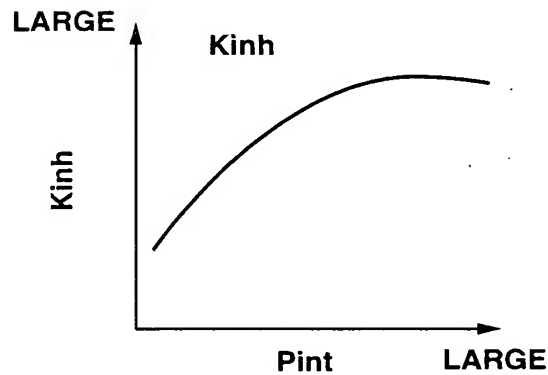
**FIG.11**





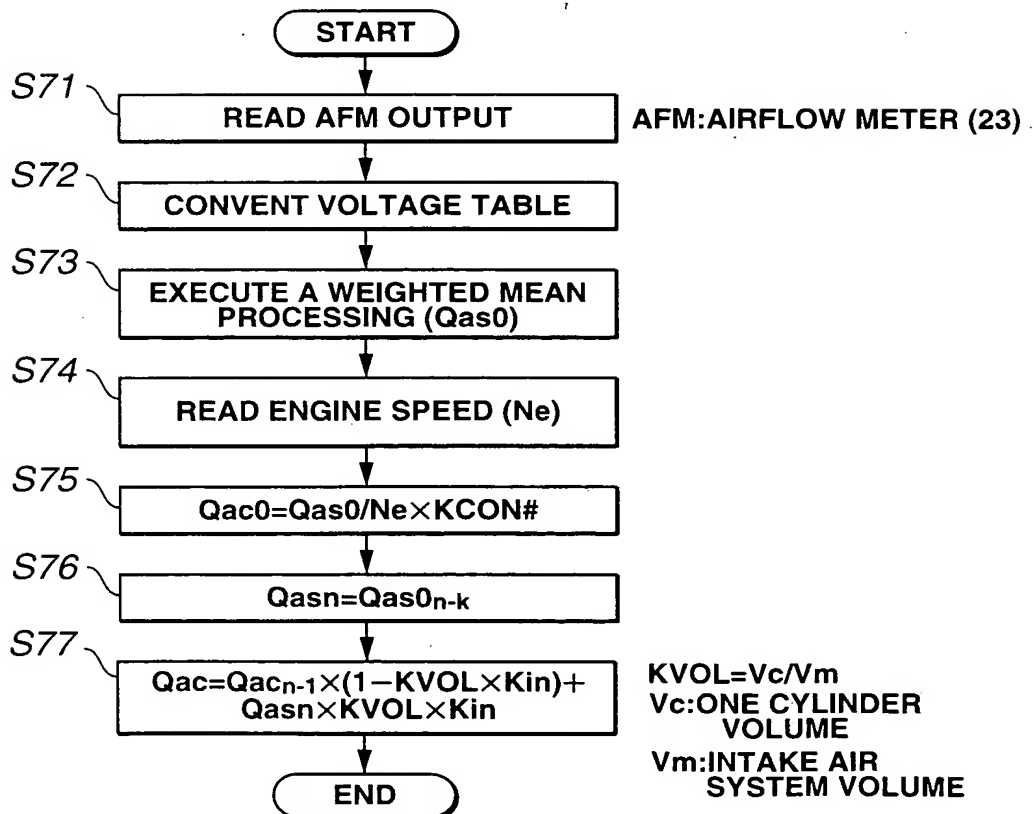
# FIG.12

## VOLUMETRIC EFFICIENCY CORRECTION TABLE



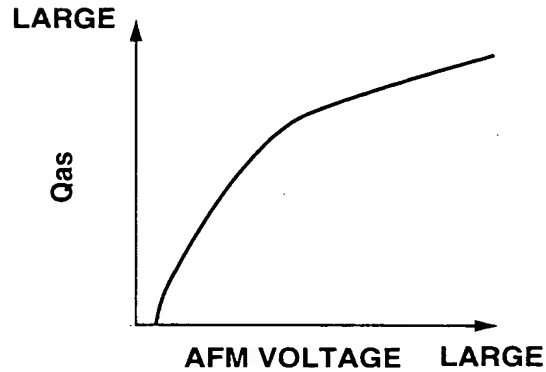
# FIG.13

## CYLINDER INTAKE FRESH AIR QUANTITY Qac CALCULATION



**FIG.14**

**AFM VOLTAGE-FLOW  
QUANTITY CONVERSION TABLE**



**FIG.15**

**EXHAUST SYSTEM HC  
QUANTITY CALCULATION**

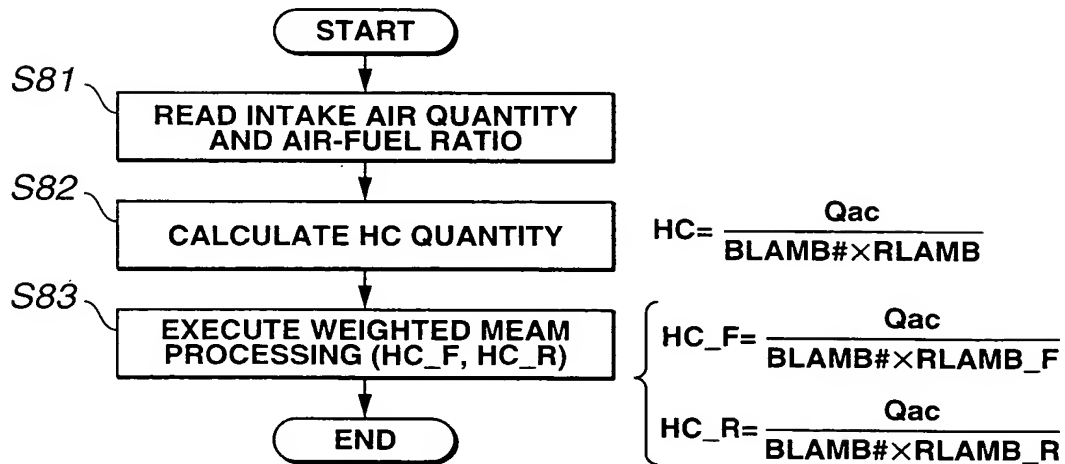
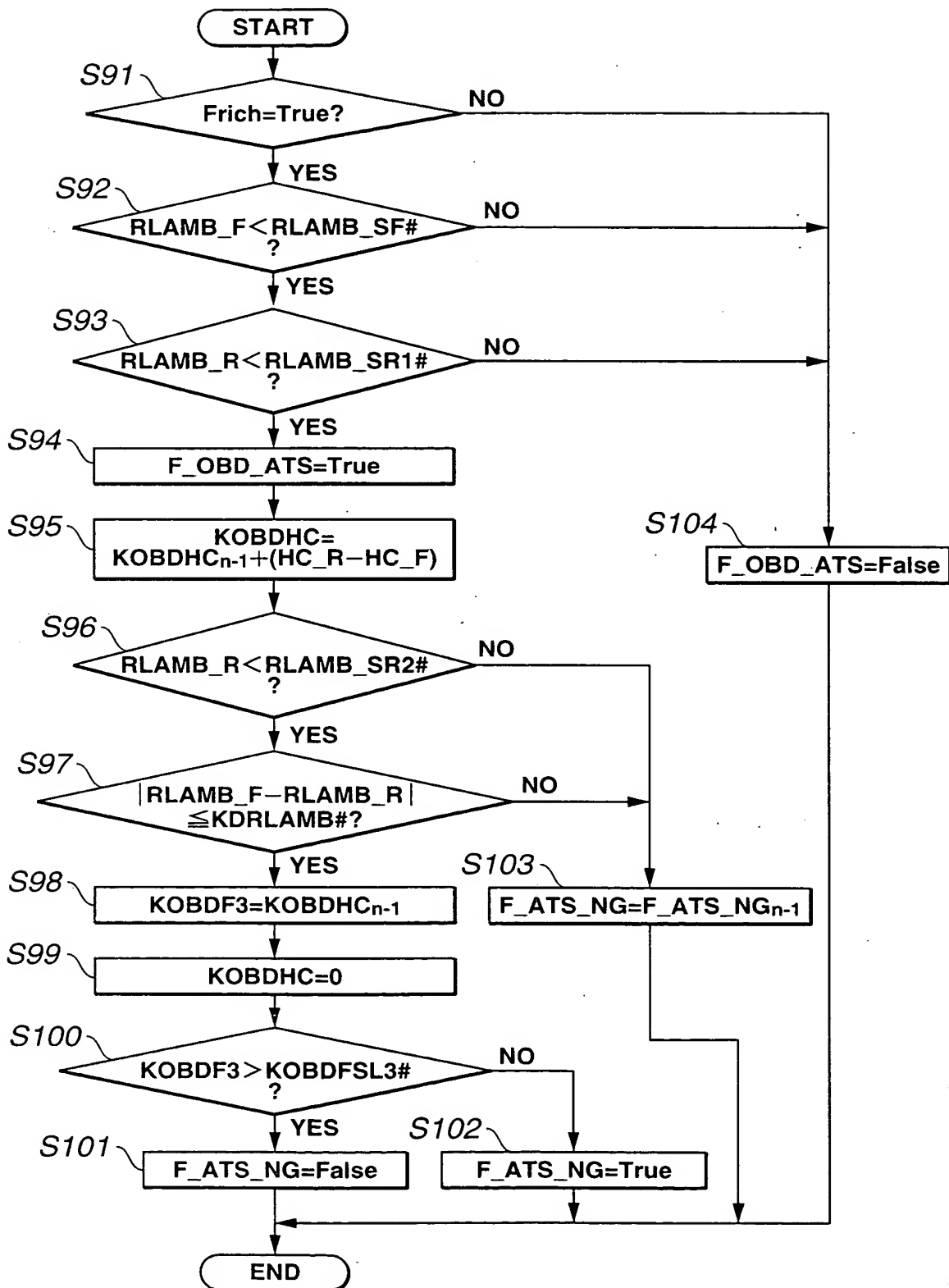
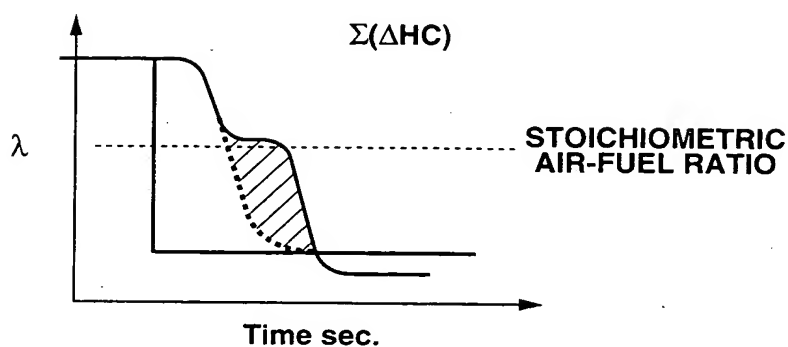


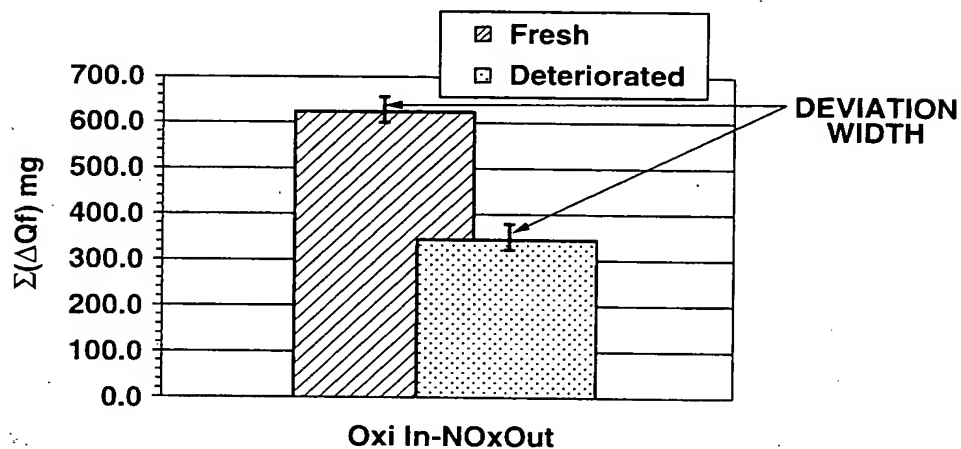
FIG.16



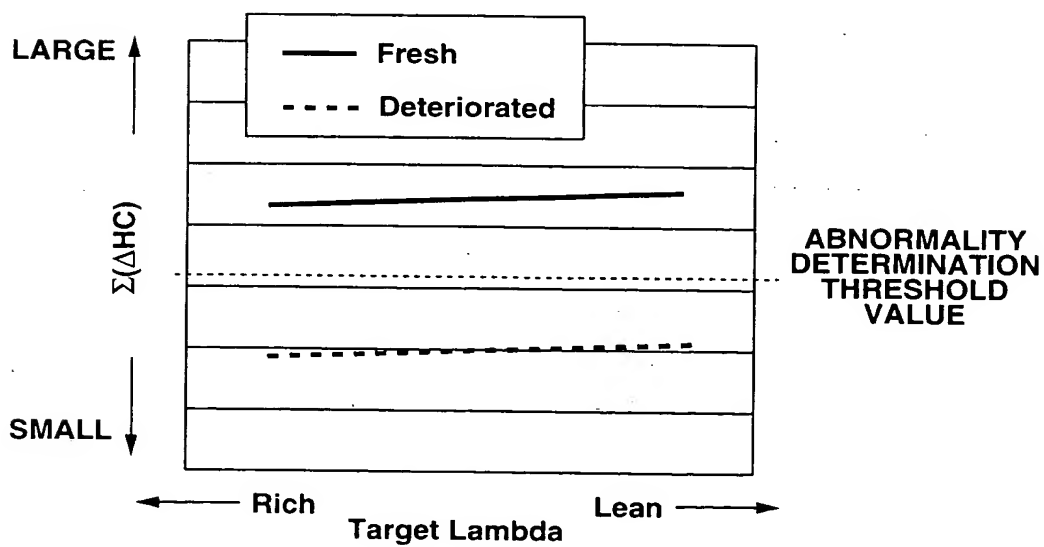
**FIG.17A**



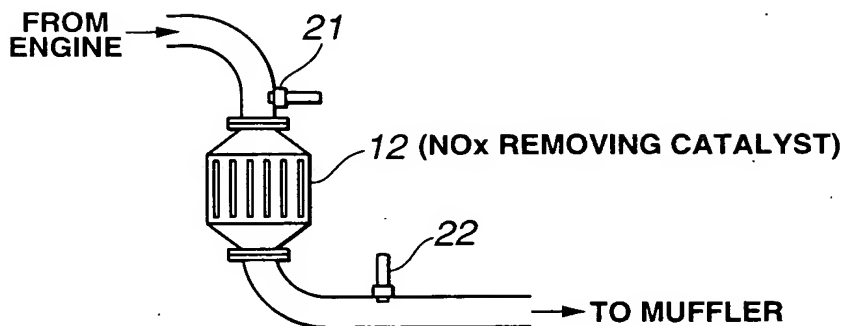
**FIG.17B**



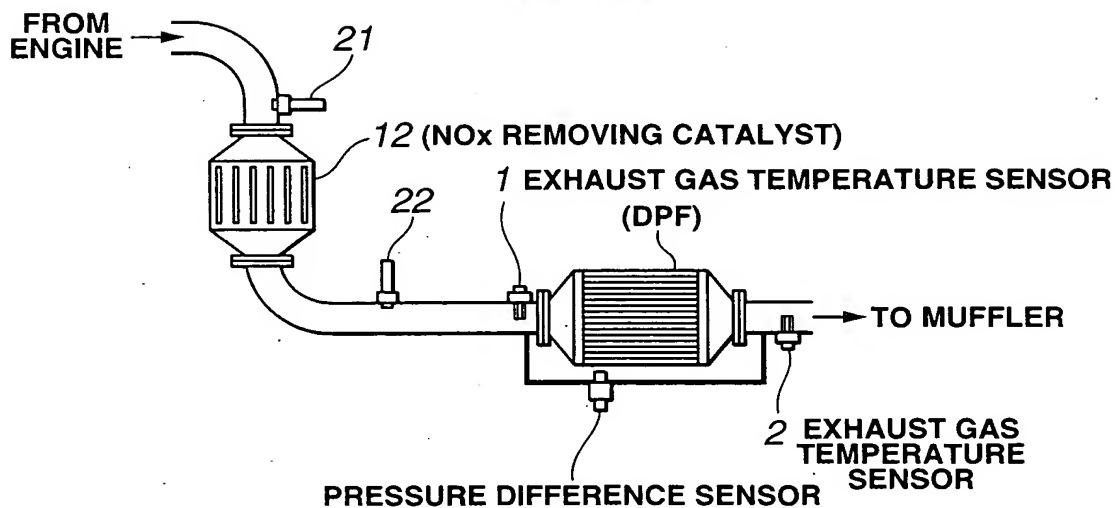
**FIG.17C**



**FIG.18**



**FIG.19**



**FIG.20**

